Rezoning Transportation Analysis

Petition Number: 2026-024

General Location Identifier: 11910318, 11910399, 11910398, 11910396,11910395, 11910397

From: **Travis Miller, PE**
Travis.Miller@charlottenc.gov
980-221-5778

Reviewer: **Chris Manno**
Chris.Manno@charlottenc.gov
980-408-0281

Revision Log:

Date	Description
04-23-26	First Review (CM)
05-21-26	Second Review (CM)
10-22-26	Third Review (CM)

General Review Information

The petition is located adjacent to West Summit Avenue, a City-maintained major collector, north of Merriman Avenue, a City-maintained local street. The petition is located in a south corridor inside of Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- LYNX Silverline, Phase A
  - External Project Description: Construct a light rail parallel to US 74.
  - Limits: from Morehead St to Campus Ridge Rd (Matthews)
  - Project Phase: Design; Project Type: Transit
  - CDOT PM: Corey Watt

- TIP - I-5718
  - Route: I-77 South
  - Description: South Carolina state line to I-277 / NC 16 (Brookshire Freeway). Widen freeway to ten lanes by constructing managed lanes and reconstruct I-277 interchanges. This is a toll project (managed lanes only).
  - Right of Way Year: 2029; Construction Year: 2029

- NCDOT Passenger Rail Maintenance Facility (TIP – P-29184F)
  - Description: CRISP Charlotte Maintenance Facility. Track extension and shop building.
  - Mode: Rail
  - Construction Year: In Progress

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the Transportation Action Plan (TAP), Vision Zero, Urban Street Design Guidelines (USDG), Center, Corridor and Wedges, Charlotte BIKES, Traffic Impact Study Guidelines and Charlotte WALKS. With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Rezoning Transportation Analysis

Petition Number: 2026-024

General Location Identifier: 11910318, 11910399, 11910398, 11910396,11910395, 11910397

Transportation Summary

The petition is located adjacent to West Summit Avenue, a City-maintained major collector, north of Merriman Avenue, a City-maintained local street. Based on the 16,230 daily trips, this will trigger a Traffic Impact Study, Tier 3 multimodal assessment, and Tier 3 transportation demand management assessment. TIS was submitted on 10/6/2026 and comments will be due by 11/3/2026. Site plan and/or conditional note revisions are needed to include all improvements associated with the TIS (once approved), update transportation conditional notes, and updating street cross-sections in accordance with the UDO. Further details are listed below.

Trip Generation

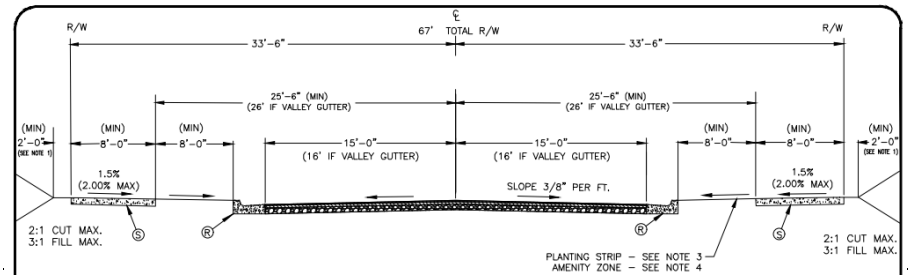
Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-	-	-	*Tax Record*
Entitlement with Current Zoning	(ML-1, ML-2, OFC, N1-D 19 acres) *	-	-	-	-	*General Guidance from Planning*
Proposed Zoning	Townhomes Multifamily Retail Restaurant Office Hotel (RAC & N2-A, 19 acres)	80 DUs 800 DUs 75,000 SF 20,000 SF 400,000 SF 150 Rooms	16,230	1,600	1,687	*Site Plan: 02-18-26*

*Trip generation not provided for this zoning district for conditional rezonings.

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

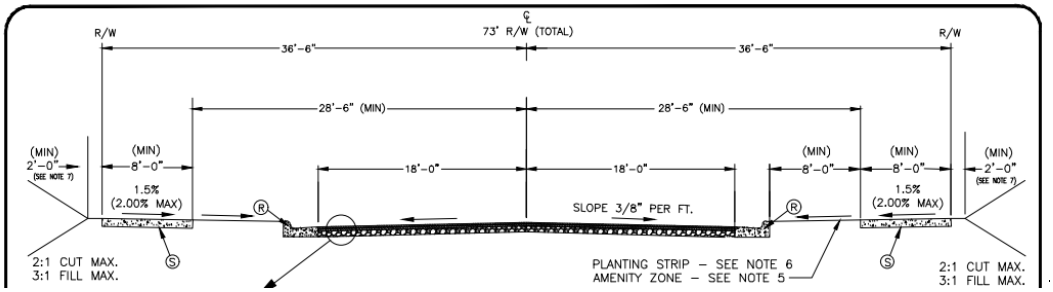
Outstanding Issues **~~Strikethrough~~ = Resolved**

1. **Curbline:**
   a. ~~**West Summit Avenue:** Location of future back of curb and gutter needs to be a minimum 17.5 feet from centerline of roadway. Existing curb and gutter is not required to be relocated.~~



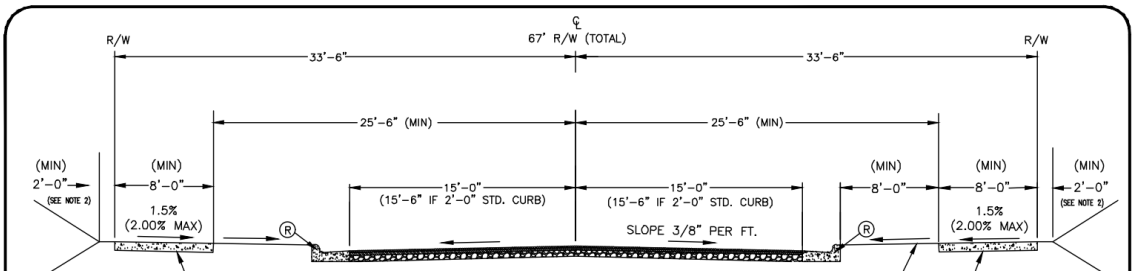
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

b. ~~**Merriman Avenue:** Location of future back of curb and gutter to be a minimum 20.5ft from centerline of roadway per CLDSM U-05. Existing curb and gutter is not required to be relocated.~~



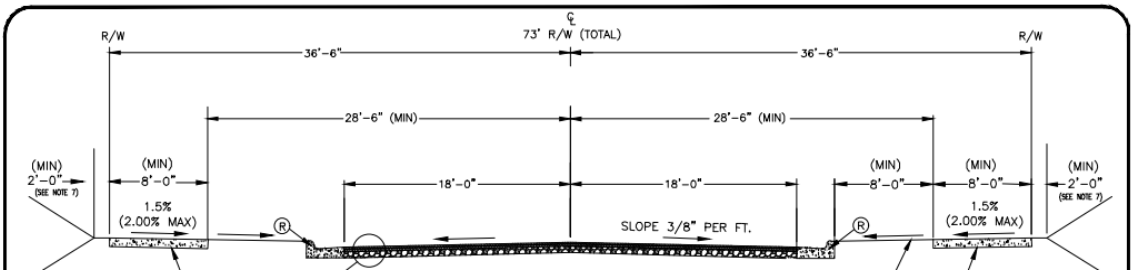
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

c. ~~**Spruce Street:** Location of future back of curb and gutter to be is a minimum 17.5 feet from centerline of roadway per CLDSM U-03. Existing curb and gutter is not required to be relocated.~~



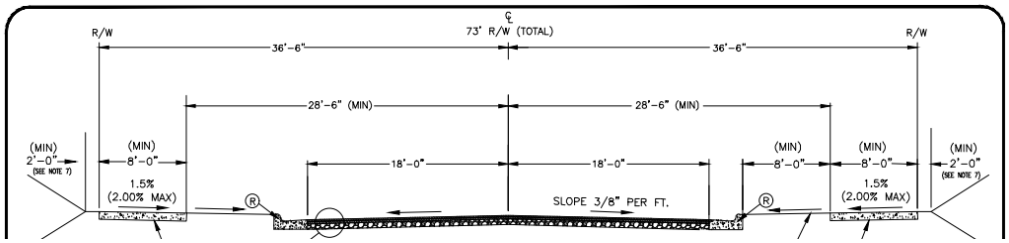
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

d. ~~**New Public Street A:** Location of future back of curb and gutter to be constructed a minimum 20.5 feet from centerline of roadway per CLDSM U-05.~~



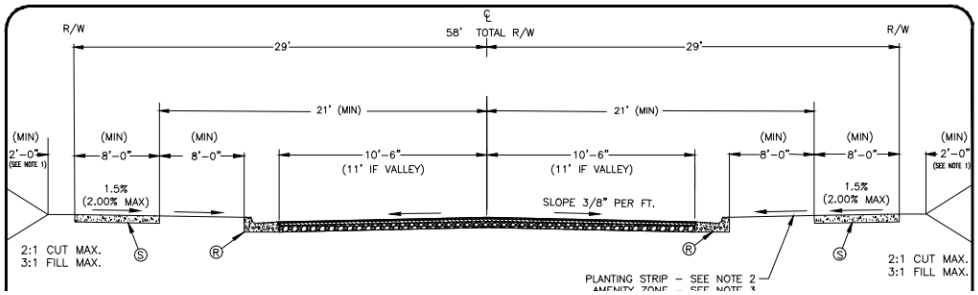
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

~~e. **New Public Street B (Larch Street):** Location of future back of curb and gutter to be constructed a minimum 20.5 feet from centerline of roadway per CLDSM U-05.~~



~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

~~**Clarifying Comment 5/21/26:** Per UDO Table 33.4 Public Street B (Larch Street), residential medium allowed for public street B. Construct curb and gutter a minimum of 13 feet from centerline of roadway per CLDSM U-02B.~~



2. **Comprehensive Transportation Review (CTR):**

A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. *Any commitments agreed upon shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing.* Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

The petition's zoning falls within the medium to high intensity development which based on the 16,230 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table – CTR Summary tab): https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx

New Comment 10/22/26: TIS was submitted on 10/6/2026 and comments will be due by 11/3/2026.

3. Revise site plan and conditional note(s) to dedicate 33.5 feet right-of-way from the road centerline along West Summit Avenue and Spruce Street, minimum 36.5 feet along new public street A, new public street B, and Merriman Avenue. The site plan shall label and dimension the right-of-way from the road centerline.

   Clarifying Comment 5/21/26: Revise Transportation note III.l.1 for Public Street B (Larch Street) to minimum 29 feet if using residential medium (CLDSM U-02B) street section, which is allowed per UDO Table 33-2.

   Outstanding Comment 10/22/26: Revise Transportation note III.j.1 for Public Street B (Larch Street) to minimum 29 feet if using residential medium (CLDSM U-02B) street section, which is allowed per UDO Table 33-2. The site plan reflects the 29ft, but update the conditional note to match.

~~4. Add a conditional note specifying "A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~

~~5. Revise site plan and conditional note(s) to modify language in Transportation conditional note III.b to remove mention of "as development occurs". All public infrastructure must be constructed before first building certificate of occupancy.~~

~~6. Revise site plan and conditional note(s) to modify cross section of new public street B to a local office/commercial wide following CLDSM U-05.~~

~~7. Revise site plan and conditional note(s) to show all public sidewalks as 8 feet wide.~~

~~8. Revise site plan and conditional note(s) to show Spruce Street as a local residential wide cross section following CLDSM U-03. Update site plan, conditional notes, and section E-E accordingly.~~

~~9. Revise site plan and conditional note(s) to modify language in Transportation conditional note III.b to remove mention of "as development occurs". All public infrastructure must be constructed before first building certificate of occupancy.~~

~~10. Revise site plan and conditional note(s) to modify language in Transportation conditional note III.d to commit to constructing new public street B (Larch Street) to CLDSM U-05 standards within site and connecting to existing Larch Street.~~

11. Transportation note III.k is a placeholder for TIS. Once determination is made, provide required improvements from TIS to site plan and conditional notes. If TIS is not required, remove this conditional note from site plan.

    Outstanding Comment 5/21/26: Revise and/or elaborate Transportation note III.l to include TIS requirements/commitments, once known.

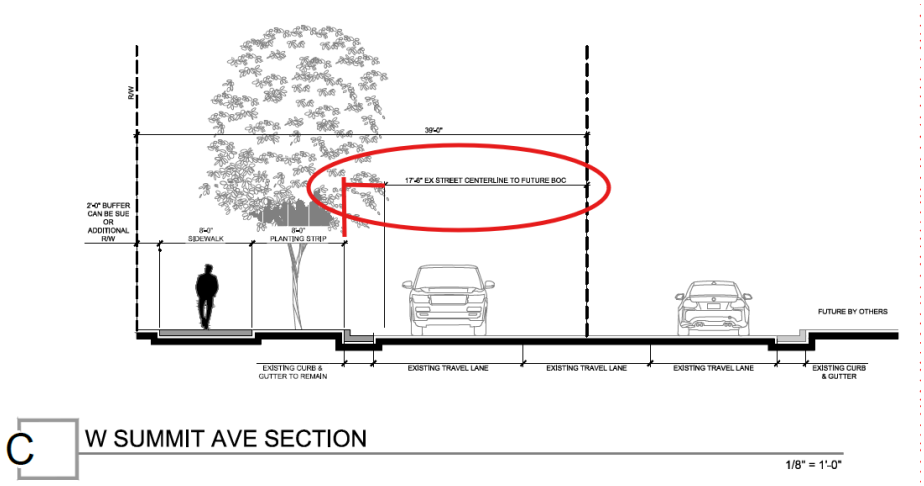
    Outstanding Comment 10/22/26: Revise and/or elaborate Transportation note III.m to include TIS requirements/commitments from the approved TIS, once approved.

~~12. Transportation note III.g mentions that streetscape is generally depicted on site plan. Either show the streetscape on the site plan or reference the cross-sections located on RZ-3 and mention that streetscape will be installed as generally depicted on the cross-sections along the entire project frontage.~~

13. ~~Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~

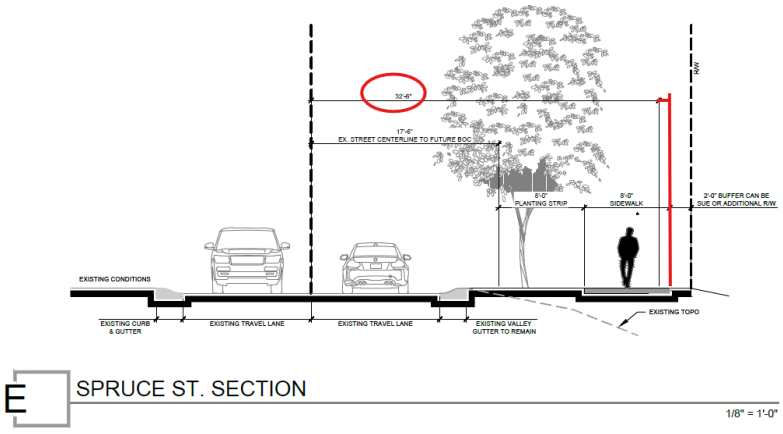
14. ~~Revise Transportation conditional note III.j to "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued." Remove reference to associated development area of the site, unless you are specifically phasing the site. If you are specifically phasing the site, provide phasing information on site plan and within conditional notes.~~

15. ~~**New Comment 5/21/26:** Update leaders/dimensions in street cross-section C to show FBOC pointing to back of curb location.~~



16. ~~**New Comment 5/21/26:** Update leaders/dimensions in street cross-section E to show minimum 33.5 feet to back of sidewalk.~~

17. **New Comment 10/22/26:** If installing a Shared-use Path instead of sidewalk along Summit Avenue, increase width to 12ft to accommodate both pedestrians and bicycles. Update site plan, conditional notes, and section accordingly.



18. **New Comment 10/22/26:** Revise site plan by updating all site plan references from future Right-of-way to "proposed Right-of-way". The only future reference on the site plan should be to the "future back of curb location".

19. **New Comment 10/22/26:** Add section cut for section E-E to site plan for Spruce Street. Make sure dimensions on site plan match typical section.

20. **New Comment 10/22/26:** Update Site plan and Section C to show the same Future Back of curb location along Summit Avenue. Site plan shows 17.5-feet and the section shows the existing curb at 21ft. If the existing back of curb is greater than the future back of curb location, the existing curb becomes the future back of curb.

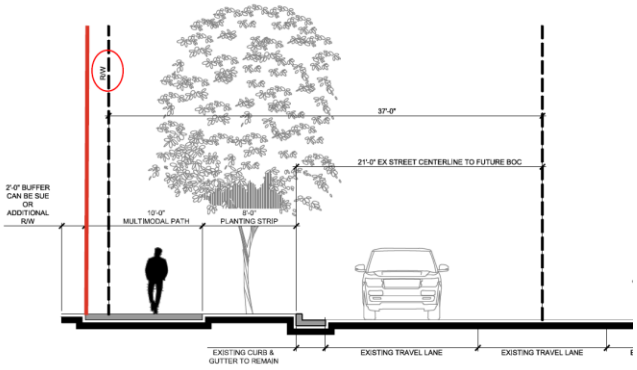
21. **New Comment 10/22/26:** Update Site plan and Section C to show the same right-of-way along Summit Avenue. Site plan shows 33.5ft and the section shows 37ft (which needs to be relocated to the back of shared-use path).

22. **New Comment 10/22/26:** Clarify what you mean in conditional note III.b. when you state "…inclusive of integration with a sidewalk system." Send an email to Chris.Manno@charlottenc.gov to discuss.

23. **NEW CDOT REQUEST 10/22/26:** Related to conditional note III.b., CDOT requests petitioner commit to upgrading and/or installing ADA ramps at west side of Spruce at both intersection of Public Street A and Dunkirk Avenue to enhance pedestrian connectivity. This request is not a requirement.

24. **New Comment 10/22/26:** Add a conditional note to the plans that states "All proposed accesses must meet CDOT design criteria and safety regulations. Access as identified on the site plan may need to be modified or eliminated if there are conflicts with CDOT guidelines."

25. **New Comment 10/22/26:** Update Section C to show ROW to back of Shared-use Path and update the name to show as a shared-use path (instead of multimodal path). Shared-use path width must be 12feet wide.



C W SUMMIT AVE SECTION

Rezoning Transportation Analysis

Petition Number: 2026-024

General Location Identifier: 11910318, 11910399, 11910398, 11910396,11910395, 11910397

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and to comply with City of Charlotte Unified Development Ordinance regulations.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx